

Bridgeport Evening Farmer

VOL. 52—NO. 215

BRIDGEPORT, CONN., MONDAY, SEPT. 11, 1916

PRICE TWO CENTS

SPAN OF WORLD'S GREATEST BRIDGE COLLAPSES AT QUEBEC; 25 ARE DEAD

WARRENITE ROW IN BOSTON CONFIRMS STAND OF FARMER AGAINST LOCAL PAVING GRAB

Finance Commission's Consulting Engineer Discusses at Length the Merits of the Warren Bros. Co.'s Claims to High Prices for Their Products and Gives Actual Cost of Their Much Mooted Patented Pavement.

Two Inch Surfacing, Such As is Laid Here, and a Foundation of Four Inches of Crushed Stone Ought to Be Laid, He Says For 63.34 Cents Per Square Yard, Less Than Half What Bridgeport Is Paying.

Through the incorporation in city records of documents in a Warrenite row, in Boston, which has grown out of the attempt of the Warren Bros. Co. to discredit certain of the city officials of the Massachusetts city who insisted that they should not be paid a high price for their paving contracts, The Farmer is able, to-day, to give to its readers, illuminating information provided by an acknowledged expert in street paving, which has a direct bearing upon the price paid by Bridgeport for its Warrenite contracts.

That the Warren Bros. Co. pavement, six inches deep, four inches of crushed stone with two inch surface of crushed stone and bituminous cement, ought to be laid for an actual cost of 63.34 cents a square yard is one of the interesting declarations of the expert. This, compared to Bridgeport's prices, in some instances \$1.52 a square yard, will give the local taxpayers food for serious thought.

The documents appear of record in the city of Boston. The finance commission's letter introducing the engineer's report are printed in The Farmer of to-day. Persons who have given heed to the merits of the paving controversy here, will find the facts and figures of the engineer especially applicable to local conditions.

Bridgeport has spent, during the King-Wilson regime, many hundreds of thousands of dollars for Warrenite, and is going to spend much more. Warrenite is bought from the Warren Bros. Co., who claim patent rights in it, and the expense of the Warrenite in the calls for bids on the paving at first shut out all competitive bidders. But now the administration does not even go through that formality, but simply awards to the Warren Bros. Co. the various contracts at its own figures.

The documents in question follow: September 7, 1916, To the Honorable Mayor and City Council.

Gentlemen:—The Finance Commission has from time to time received a large number of letters and other documents from Warren Brothers Company, relating to their patented pavement "Bitulithic". Two letters dated June 7 and June 12, 1916, respectively, contain personal attacks on the consulting engineer of the Commission. Copies of both of these letters have been forwarded to the City Council and extensively used as advertising matter by Warren Brothers Company.

(Continued on page 4)

NORWALK SHRINERS TO FETE BRIDGEPORTERS
Norwalk members of Pyramid Temple patrol, Nobles of the Mystic Shrine, will entertain Bridgeport members of the patrol at a clam bake on Saturday at Belle Isle. About 30 members of the patrol will go from here in automobiles.

A Chicago Board of Trade membership was sold for \$5,650, the highest in record.

BOTH SIDES CONFIDENT OF OUTCOME AS MAINE ELECTORS GO TO POLLS

Portland, Me., Sept. 11.—Voters of Maine to the number of 140,000 or more went to the polls today to elect a governor, two United States Senators, four representatives to the House of Representatives, state legislators and a state auditor.

National issues have been brought to the fore and party leaders have brought hundreds of speakers into the state, including Governor Hughes, former Vice President Fairbanks and members of President Wilson's cabinet to persuade the voters to line up with or against the national executive and the majority in Congress.

Maine, however, is normally Republican and the Democratic leaders insisted that something more than a scant Republican victory would be required to constitute a repudiation of the administration while a Democratic plurality, however small, would be accepted by them as an endorsement.

Party leaders took a squint at the sky before breakfast and smiled. The heavens were blue, which meant, they figured, a big vote equally desired by both sides.

The state officers are now Democratic and the party has one of the two seats in the United States Senate and one of the seats in the House of Representatives.

MEDIATORS PLAN NEW METHOD OF GUARDING BORDER

Gen. Bliss Aids Conference With Information on Mexico Situation.

New London, Conn., Sept. 11.—The American-Mexican joint commission resumed today its efforts to find a solution for the problems affecting the international boundary. This was the third joint discussion by the six commissioners, the Mexican chairman of the Mexican representatives, presided.

Since their meeting, three days ago, the American members of the commission have devoted much time to a study of the government reports on the various phases of the border problem. They entered the meeting today prepared to go into a detailed examination of the various plans for border patrol that have been suggested. They are counting also on the personal knowledge of the information which Maj. General Tasker H. Bliss will be able to supply on his arrival from Washington.

Before the meeting began Secretary Lane expressed confidence that a constructive plan of action would soon take definite shape. So far there has been nothing doing except to form a general idea of the Mexican request that General Pershing's forces be withdrawn from Mexico. The basis of the plans for policing the line that has been talked over, however is the return of the American troops to their own territory, insuring that movement as the first step toward establishing a permanent system of protection against border bandits.

VILLA NOT YET IN SIGHT.

Washington, Sept. 11.—All efforts of General Pershing to confirm persistent rumors that Villa is moving toward the border in northern Mexico so far have been fruitless. The general made this report today to the war department.

Reports regarding Villa's movements north have been continuously received through El Paso authorities. So far the reports cannot be confirmed here, although every possible source of information is being used. Patrols at San Lorenzo from El Valle reached Santa Clara canyon and about 30 miles on Chihuahua road, but could hear nothing of Villa or any movement of Villistas. People had heard rumors of Villistas at Serebo but nothing of any action north of there.

THE WEATHER.

New Haven, Sept. 11.—Forecast: Fair tonight and Tuesday, slightly warmer Tuesday.

In 1914, the Progressives cast 18,225 votes for governor. How their vote would split today was a matter of dispute. The variability of the vote in Maine is unusual. The total vote cast in 1880 was greater by 6,000 than the total 34 years later. In 1896, Llewellyn Powers, Republican, was elected governor by a plurality of 48,246. Two years ago Governor Oakley C. Curtis, Democrat, won by 3,189.

The polls opened at 6 o'clock and must close not later than 5 p. m. Many of the returns will be slow as some twenty towns and plantations are without telegraphic communication with the outside. However, the result should be indicated by midnight.

BORDER TROOPS VOTING.

Laredo, Tex., Sept. 11.—Members of the Second Maine regiment of National Guardsmen doing duty along the Mexican border today voted in the elections held in their state.

The privilege of franchise was accorded under a law passed by the state of Maine during the Civil War, authorizing soldiers in the field to vote. The ballots will be sealed and forwarded to the Secretary of State of Maine. Election supervisors consisted of three ranking officers of the regiment.

BABE SMILES AS SHERIFF MAKES SERVICE ON HER

Millions Involved in Litigation Which Brings In Riverside Infant.

A one-year-old baby was served with papers in a lawsuit today when Deputy Sheriff Cunningham went to Riverside and found little Helen Green at the estate of a millionaire. Her father, Harold Ramsey Green, the legal language of the papers had no terrors for the baby, who smiled in cherubic fashion as she grasped the writ in her tiny fist.

The baby is one of 20 heirs of James Green, who died in St. Louis in 1914 leaving a million dollar estate. There has been considerable litigation over the estate and two of the heirs, Laura C. Littlebrant and Marian C. Littlebrant of St. Louis, have brought the present action to have the will set aside on the ground that Green was incompetent.

Harold Ramsey Green was a son of the estate. As he received a large bequest from his father, he and his daughter are named as defendants in the present action.

STEPNEY CHILD, PLAGUE VICTIM, DIES IN HOSPITAL

Following an illness of about 30 hours duration with poliomyelitis, Omar Billings Clapp, the six-year old son of Wilson A. and Myrtle Scott Clapp of Monroe, died in Hillsdale home in this city yesterday.

The boy's father is treasurer of the Clapp Fire Resisting Co. of this city. Mr. and Mrs. Clapp have two other children.

The funeral was held privately this afternoon and burial was on the family estate in Monroe.

Special Policeman

Uses Club on Masher

Defying Special Policeman Michael Murphy to arrest him when the officer ordered him to refrain from molesting girls on Linden avenue this afternoon, John Christofol, 45 years old, of Linden avenue was struck on the head with the officer's club when he resisted. He was charged with breach of the peace, resisting an officer and using abusive language.

MILLION STOCK FOR HOUSING IS GOING RAPIDLY

One Manufacturer Pledges Himself to Invest \$100,000 in Project.

SEVERAL MILLIONS IN WORK PLANNED

Charles G. Sanford Outlines For The Farmer Scope of the Enterprise.

The Bridgeport Housing Company, a one million dollar corporation recently formed to provide homes for thousands in Bridgeport will extend its financial status far above the mark set, will open its stock subscriptions to the public at an early date, and will accomplish several million dollars worth of building if the present plans, as outlined by Charles G. Sanford, president of the First-Bridgeport National bank and one of the executive officials of the Housing company are carried out.

Mr. Sanford declared this morning that great financial impetus had been given the concern by local manufacturers who were interested in finding suitable living accommodations for their employees. To such an extent have pledges for stock been made by manufacturers in Bridgeport that a large part of the million dollar subscription has been taken. One manufacturer in Bridgeport, whose name was not divulged, today guaranteed to subscribe \$100,000 in his own name, according to Mr. Sanford.

Though plans have not been definitely outlined for the financial launching of the corporation, tentative ideas are to issue common stock at par. With \$1,000,000 in the treasury, the projects of the company can be begun at once with largely extended credit.

"Several million dollars worth of building is needed in this city," said Mr. Sanford. "It is by no means planned to stop at the million dollar mark. Two or three millions of dollars will be needed to complete the plans as at present laid down, and there is no question in our minds that we will be able to get all the money we need."

"While Bridgeport factory owners are really those most actively interested in furthering the scheme, for it is to their direct benefit that labor be housed, the public is to be declared in. Anybody wishing to subscribe for stock will be accommodated and arrangements that will be consummated by the directors will aim to prevent any control of the stock by individuals or group of individuals."

Mr. Sanford and Frank C. Blanchard, new general manager of the Housing Company, who assumed his office duties this morning, refused to make public any selection of properties in Bridgeport though it was asserted that interesting announcements of plans would be made next week. A meeting of the executive committee was held in the Chamber of Commerce offices today.

FIRE PERILS IN CHEAP LODGINGS REVEALED TODAY

Firemen See Potential Holocaust in Water St. Blaze—Order Improvement.

Fire perils in the cheap lodging houses of the city were brought to the attention of fire and police officials this morning when several fire companies were called out by a slight blaze in a lodging house, located at Bank and Water streets. The fire did not amount to much, but Assistant Fire Chief Beardslee and other department officials got an eyeful of menacing conditions.

"The house is conducted by Seop Papanian. It is three stories in height, and on each of the upper two floors there are half a dozen rooms, in each room are from eight to twelve cots. In a couple of the rooms, wooden slabs in even great numbers form the 'floors'.

Narrow, rickety staircases communicate between the upper floors, while the corridors are scarcely wide enough to allow two persons to pass. Assistant Chief Beardslee sent out several guests on a hunt for the proprietor. The chief wanted to tell him about the propriety of allowing guests to start fires in decrepit stoves—the cause of this morning's excitement. A defective flue sent smoke pouring out the windows as a backdraft fired soot in the stove pipe, and a passerby pulled Box 16.

Four engine companies, one chemical company and two truck companies responded to the alarm. Lieut. Wheeler of the police department traffic squad took charge, of the tangled up traffic conditions that followed the arrival of the flock of apparatus.

UNIONS' THREATS OF GREAT STRIKE IN N. Y. SERIOUS

Leaders Assert That Situation Has Now Reached Stage That is Acute.

750,000 WORKERS MAY GIVE SUPPORT

Subway and Elevated Lines Suffer Further Falling Off In Business.

New York, Sept. 11.—With the leaders of 750,000 labor men of Greater New York and vicinity threatening a sympathetic strike, traffic on the subway and elevated lines in Manhattan and the Bronx impeded and the surface systems in those two boroughs and Westchester county virtually tied up, the general strike situation assumed a more serious aspect today.

Samuel Gompers, president of the American Federation of Labor, declined to discuss the probability of a general strike, but other union leaders asserted that if necessary 50,000 union men could be called out within six hours.

Traction officials attribute the falling off in service on the subway and elevated roads to the unprecedented increase in traffic caused by the stoppage of all the surface lines. Union leaders claimed, however, that the defection of employees of the roads was responsible.

The various individual labor organizations in New York, Yonkers, Mount Vernon and New Rochelle received the appeal drafted by the central labor bodies last night, requesting a sympathetic strike of all organized wages in their various districts, "in support of the contention that the street railwaymen for the right to organize."

"Since the response to this appeal must be decided by vote of members several days must elapse before its effect will be known. A central labor committee has been organized, however, and daily meetings will be held to direct a sympathetic general strike in case it was called. Opinions were expressed today that most of the unions appealed, would defer definite action in the hope that such a radical step might be avoided. Labor leaders declared, however, that strikes might be called without delay in trades directly affecting the operation of street cars, such as the longshoremen who handle coal barges and the engineers who work in the powerhouses.

While the elevated and subway lines continued running today without apparent interruption, the strikes on the surface lines had spread rapidly. Union officials assert that 11,600 men are on strike. Not a car wheel turned all day Sunday in Yonkers, Mount Vernon and New Rochelle, and every surface car stopped running last night in Manhattan and the Bronx also, after these two boroughs had received an extremely limited service during the day.

The seriousness of the situation has caused citizens to turn for relief to the municipal government. It is expected that the public service commission, which has been investigating the strike, will make a report some time today, placing responsibility for the situation and throwing its official influence into the balance to aid the side whose contention is upheld.

SECRET SERVICE MEN ACTIVE AS WILSON ARRIVES

Keep Back Crowds Anxious To See President at Railroad Station.

Exceeding care in guarding President Wilson was displayed by secret service men when the train bearing the President and Mrs. Wilson stopped in Bridgeport for a minute and a half this afternoon. The President's private car was attached to the rear end of the second section of the Shore Line express due here at 2:25.

When the train came into the station, the President's car, "Republic," stopped on the viaduct above Fairfield avenue.

Immediately secret service men alighted and shooed the crowd back. They said that the platform was too narrow at that point to permit taking any chances with human life. The President, dressed in a Palm Beach suit, sat near the last window of the car, chatting with Mrs. Wilson.

He is on his way to New London where his sister is critically ill.

MRS. HOWE IS WEAKER.

New London, Sept. 11.—Mrs. Annie E. Howe, President Wilson's sister, who is critically ill here of peritonitis and complications, passed a comfortable night but is growing weaker, according to reports from the hospital.

Central Portion of New Cantilever Structure Goes Crashing Into St. Lawrence River, Carrying Ninety Workmen With It—Supports Snap With Reports Like Shells Exploding and Massive Span Hurtles to Depth of 200 Feet in River Bed—Score Injured, and Total Number of Dead is Various Estimated—Similar Accident at Same Place Nine Years Ago.

Quebec, Sept. 11.—The span of the world's greatest bridge collapsed into the St. Lawrence river today with a loss of life variously estimated.

The company erecting the structure placed the number of deaths at upwards of twenty-five, but H. P. Borden, a member of the Quebec bridge commission, expressed the opinion that only three persons were lost.

Several hours after the accident happened, at 10:30 o'clock, a special train into Quebec brought twenty men who had been injured.

Nine years ago a similar accident at the same spot took a toll of seventy lives. Today ninety men were carried into the river when the 5,000 ton span, being raised from pontoons in an engineering feat, designed to complete the \$17,000,000 cantilever structure for trans-continental traffic, fell into the river and sank 200 feet deep, perhaps never to be recovered.

Contradictory stories were told regarding the collapse. The pontoons had been removed and the span was being lifted by massive hydraulic jacks when according to some of the spectators, the northern end of the span fell with the breaking of girders.

GERMAN LOSSES HEAVY IN MANY RAIDS AT NIGHT

Five Times Repulsed By French and Twice By British in New Attacks.

Paris, Sept. 11.—Five times last night the Germans attacked positions newly won by the French on the Somme front. The war office announced they were repulsed each time with heavy loss.

The official report says the Germans employed burning liquid in making their attacks when fighting occurred south of the Somme from Berny to the region south of Chaulnes.

DRIVE AGAINST GINCHY

London, Sept. 11.—Two efforts were made yesterday by the Germans to recapture Ginchy, on the Somme front, from the British, but it is announced officially, the attacks were beaten off.

BRITISH ATTACK BULGARS

Paris, Sept. 11.—British troops on the front in Greek Macedonia took the offensive last night. They crossed the Struma river, the War office announced today, and attacked the Bulgarians, who are fighting desperately. The British troops crossed the Struma under fire. Having gained a footing on the eastern bank at a point northeast of Saloniki, they attacked the villages of Nevoljan and Karajabaz.

GALICIAN DRIVE CHECKED

Berlin, Sept. 11.—British attempts to capture the town of Halicz on the Dniester in Galicia, regarded as the key to the defenses of Lemberg for the southeast, have been frustrated by the Teutonic forces, according to today's official war office announcement. Troops under General Coun Von Bothmer brought the Russian efforts to naught, the statement declares.

ALGONQUIN TRIBE PLANS POW WOW AT BEHRENS FARM

The annual outing of the Algonquin club will be held at the farm of F. W. Behrens, Jr., Stepey depot, on Wednesday. Those who are to attend will leave the club house in automobiles at 12:30. The committee of arrangements is Fritz K. G. Weber, W. H. Palmer and City Clerk J. Alex H. Robinson. The Wheeler & Wilson band will furnish music.

The golf links have been improved and put in first class condition for the outing and one of the features will be the approach and putting contest open to all members. There will be a baseball game and a trap shooting contest. There will also be a side show with lots of freaks and circus features. Silver cups will be awarded for prizes. The principal event will be the 100 yard dash for which a handsome big silver cup will be offered as a prize. A sheep roast and clam chowder will be served at 1:30 by Mr. Behrens. The clam bake which will be cooked by Edward D. Waters will be served at 4:30 in the afternoon.

Frantic efforts were made to place a chain rope around the tottering structure but with reports like shells exploding the remaining supports snapped and the span disappeared with a spectacular splash. "Some of the observers said that the structure buckled at the centre as it fell."

Groups of men at work slipped off into the water and others were knocked into space by flying debris. Scores of craft containing spectators went to the rescue, and their endeavors prevented a larger loss of life.

The span had been constructed on pontoons a few miles east of the bridge site and was towed into position immediately under the gap left in the anchor arms of the structure.

Chains with links 30 inches in diameter, together with girders, were then attached to the span and 8,000 ton hydraulic jacks began their stupendous task of lifting the span into place.

This work could be accomplished only a few feet an hour and as the distance from the floor of the bridge to the level of the river is 150 feet, the engineers had not counted on completing the operations until the end of the week or later. The bridge was to have been completed and ready for train service next spring, marking an important milestone in Canada's engineering railway history.

The juggling of 500,000 tons of steel under unprecedented circumstances in the Dominion attracted to the scene today several thousand spectators, including members of parliament and newspapermen, gathered on a vessel furnished by the Canadian government.

Members of the Dominion cabinet witnessed the collapse from the deck of a government vessel while American tourists crowded hundreds of other boats of all classes. Eminent American authorities on bridge building and members of the Australian Parliament returning home after visiting in Europe also were at the scene, and river traffic for ocean-going steamships had been temporarily suspended.

The project interrupted today originated in 1853, when at the request of the Quebec city council, a New York engineer submitted plans and estimates. Courage and capital were lacking, however, and it was not until 1882 that the scheme again was taken seriously. Considerable work had been done on the bridge building at that time becoming generally used and distinguished Canadian engineers obtained a charter at Ottawa and after many years of delay the building was begun, only to have it terminate disastrously in the collapse of the unfinished structure in 1907.

Canadian Federal Railway department then decided to reconstruct it and the undertaking was placed in the hands of a commission which included some noted American bridge builders, among them Ralph Modjeski of Chicago and C. G. Schneider of New York. The plans for the bridge provided for a channel span longer than that of any existing today anywhere. Its length from shore to shore when completed would be 3,233 feet, and the space between the anchor buttresses was 800 feet. There would be two railroad tracks, two street car tracks and two roads, and while the bridge was being built primarily to be of service for national trans-continental transportation it would be used by the following railroads: Canadian Pacific; Grand Trunk; Quebec Central; Intercolonial; Quebec and Lake St. John; Quebec and Saguenay; Canadian Northern and Delaware and Hudson.

The bridge was being constructed at a cost of \$17,000,000 in order to shorten the railway journey from Halifax to the northwest by 300 miles. The bridge stands on the site of the structure which collapsed on August 28, 1907, with a loss of 70 lives. The central span which fell today weighs more than 5,000 tons and is 640 feet long.